

47 Dover Pilothouse

Extensively Upgraded Voyager

Accommodation

• Stove	
• Oven	
• Sink	
• Refrigerator	
• Freezer	
• Carpet	
• Drapes	
• Cabin heating	
• Pressurised water system	
• Hot water system	
• Raw water wash	
• Non-Smokers	
• Microwave	

The aft deck is fully-enclosed with removable Barrette Enclosures' polyvinyl panels (new in 2018). These panels expand the living area, and allow the aft deck to be used in increment weather or as a dining area on nice evenings. The panels are designed to be quickly opened, if desired, and are held open by clips on the stainless structure of the bimini top covering the aft deck. The aft deck is of teak construction, with numerous hatches for access to the engine room. Two chest freezers are installed on the aft end of the cockpit. Side decks lead forward, and a transom door leads to the swim platform.

Enter the interior through a companionway door and the salon spreads out before you. This is an open and well lit space. A settee to port looks to provide comfortable seating for six (the settee also converts into a double berth). Two freestanding chairs provide for relaxing seating that isn't built-in. An entertainment cabinet to starboard can be configured to hold a TV, but is currently used for storage.

The galley is laid out with a substantial amount of counter space and drawers and cabinets, as you would expect for a vessel of this size. The counter tops have fiddles and the drawers and cabinets are equipped with sea locks. The galley is equipped with two refrigerators (one new in 2021), Princess propane cooktop / range with overhead exhaust fan, and microwave oven, and a single basin stainless steel sink. Opening windows to the port and starboard side of the galley provide ventilation while cooking.

A set of stairs lead forward from the salon / galley. Staterooms are located down a passageway below. The guest stateroom is located to port and features two bunks (queen lower, single upper) and a hanging locker. The guest berths, like all berths aboard, are furnished with bedding. Opposite the guest stateroom is a guest head, equipped with a Dometic vacuflush toilet and a wash basin.

The master stateroom lies at the forward end of the passageway and has a walkaround queen bed, hanging locker, and drawers. An overhead hatch and portlights provide good lighting. The master head has a Dometic vacuflush toilet, wash basin, and separate shower compartment.

The pilothouse is located up the steps from the salon / galley. It's bright tidy layout and large size make this feel like the bridge of a much larger vessel. A bench aft of the helm station seats several comfortably, including the captain through the use of an autopilot remote. The bench

also serves as a single berth. Forward of the bench is a chart table that runs the length of the bench and also serves as a work surface or dining table. Electronics are modern and were updated during the 2007-2008 refit. Pilothouse doors provide access to the side decks for access to the foredeck or flybridge, or can be opened for ventilation.

The foredecks and side decks are painted with gray non-skid paint. A bench on the foredeck provides seating, and storage underneath. A life raft is mounted between this bench and the windlass. The windlass was replaced in 2007-2008.

The flybridge is accessed via ladder located on the port side deck. The aft end of the flybridge is used for tender storage, including one 12 ft aluminum skiff and two kayaks. These are deployed and recovered with a Nick Jackson 1200 # davit crane. The mast is designed to easily fold down for boathouse storage or to facilitate bridge clearance. A second steering station is located on the flybridge with bench seating facing forward, port, and starboard.

Heating is provided by a Hurricane II diesel fired Hydronic heating system which provides cabin heat and heats domestic water.

Extra Details

Designer	Blaine Seeley
Builder	Willard Boat Works
Lying	Port Townsend, WA USA - Shown By Appointment
Fuel capacity	700.0 USG Total - 5 Tanks
Water capacity	300.0 USG Total - 4 Tanks
Holding tank capacity	40.0 USG Total - 1 Tanks
Last survey	20/10/2014

Mechanical

Engine	2 X Diesel 315hp
Engine make and model	Cummins 6BT-5.9 (2014)
Engine Hours	Engine1= 1208 Engine2= 1148
Engine Cooled	Indirect
Steering	Wheel
Drive	V Drive
Fuel consumption (approx)	7.0 USG /Hour At Cruising Speed
Cruising speed (approx)	8 Knots
Max speed (approx)	12.5 Knots
Generator output	4KVA
Generator Hours	775

2 x Cummins 6BT 5.9L six cylinder turbocharged freshwater cooled engines remanufactured by Cummins and installed in 2014 (the Cummins engine plates show dates of manufacture to be 7/2013). With ZF RIM 301 P-2 marine transmissions with crankcase ventilation systems.

In addition to an extensive yard period at PTSC in late 2021 which entailed full service of the engines, rebuild of a V-drive, replacement of inoperable equipment and electronics, and extensive exterior maintenance, other upgrades and other modifications made during the 2007-2008 and 2014 refits include:

- Replacement of all electrical systems including a new AGM 12v 1000AH house bank, separate engine start batteries, isolation transformers, and a 200 amp high output alternator on the port engine (starboard has a 50 amp)
- New Hurricane hydronic heating boiler with PEX plumbing and heater fans located in the salon, master cabin, guest cabin, heads, and pilothouse.
- Replacement of domestic water system with PEX plumbing throughout.

Other recent upgrades include:

- one new 2" stainless propeller shaft
- new engine exhaust system
- bronze shaft logs removed and re-bedded
- engine room insulated with sound deadening material
- rudders enlarged for better steering
- ventilation system installed in engine room

The house bank consists of 4 8D AGM batteries, with a combined total of 1000+ amp hour capacity. Each engine has a dedicated starting 8D starting battery. The generator has a dedicated start battery. DC power is configured as a split 12v and 24v system.

Shore power inlets include a 30amp and 50amp inlet, with a separate isolation transformer for each.

Dimensions

Length	47'0"
LOD	47'0"
Beam	15'1"
Draft Max	4'0"
Displacement	47,008.0lbs
Headroom	6'1"
Storage	On Marina

Electrical Systems

12 / 24 volt battery, 110 volt generator, 110 shore power voltage, 6 batteries charged by: engine, shore power, generator

Construction

Construction	GRP
Underwater profile	Semi-Displacement
Finish	Gelcoat Finish

For moorage the total length is 50'.

The semi-displacement hard-chined hull is constructed of 1.5" thick hand-laminated fiberglass. The builder, Willard Boat Works, built many vessels for the US military, and all their vessels were extremely seaworthy and well-built to military standards. And the designer, Blaine Seeley, is known for his capable designs. The non-skid decks and cabin structure is constructed of thick marine plywood, with double layer fiberglass sheathing. The topsides are painted with Awlgrip, the exterior of the hull is gelcoat. The cockpit deck and swim platform are of teak construction.

There are four fuel tanks located beneath the salon on the "tank room" (4) 150 gallon FRP construction (2 on port and 2 on starboard) for the engines. (1) 100 gallon stainless steel tank on centerline is used for the heating system.

Water tanks: (4). One 100 gallon stainless steel tank is located forward. 3 additional tanks located aft, for a total of 300 gallons.

Holding Tank: (1) 40 gallon poly construction

Waterline Boats / Boatshed did not independently verify capacities and measures, which are reported from seller-provided information and/or literature.

Accommodation

Total # of berths	8
No. of double berths	3
No. of single berths	2
Cabin(s)	2
Sink	2
Shower	1
Heads	2 Heads (Vac Flush)

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3 burner propane Stove

REF: BoatshePortTownsend.com